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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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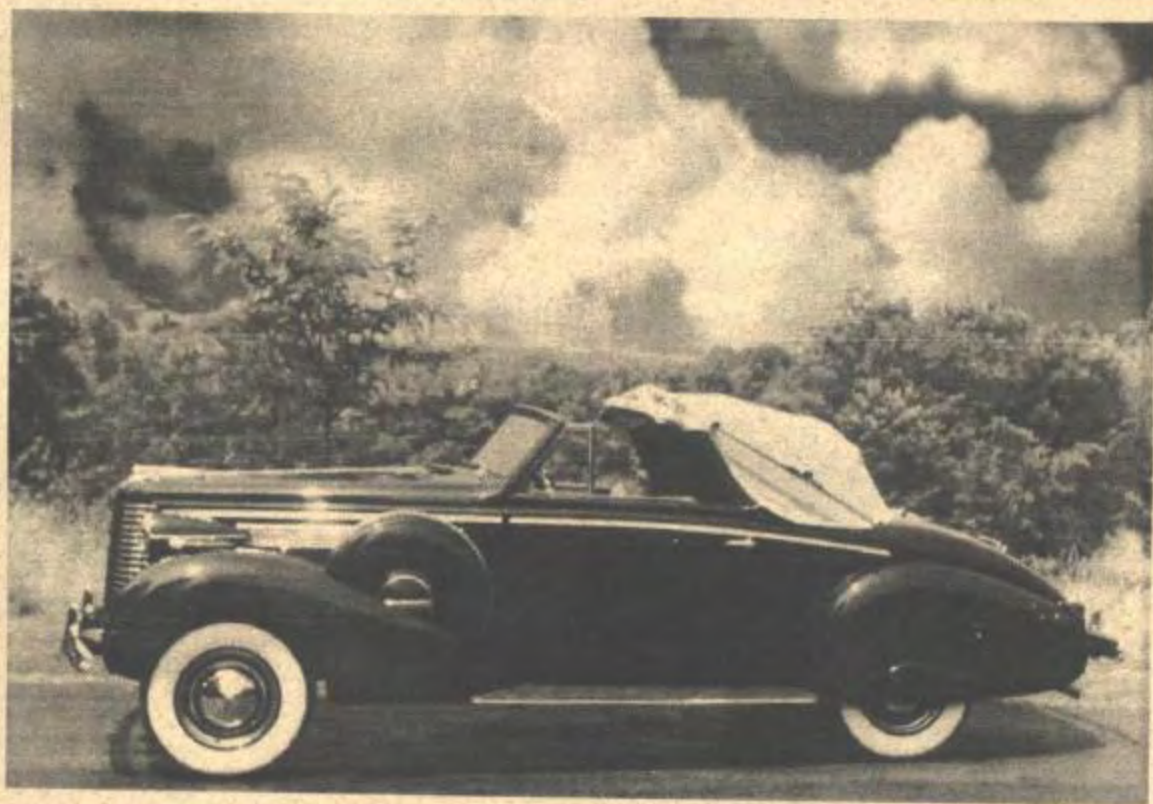
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THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XXI • NUMBER 4 • MARCH/APRIL 2003



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Dear Members: **We have a new Editor!** The Club will continue! **Mark Jordan** (#1297) has agreed to take over in September as the new Editor. Mark has a 1938 Special Sedan and lives in Oakland, CA close to our Art Director **Dug Waggoner** (#10). Together they will continue to publish the Torque Tube. In case you want to contact Mark, his e-mail address is: torquetube3738@yahoo.com

There will be a new **Roster** included with your July/August Torque Tube. I would like all those who want their **e-mail address** listed in the new Roster to e-mail it to me as soon as possible. Send it to: harrylogan@earthlink.net. Thank you.

Our new member **Stan South** (#1707) in Escondido, CA recently purchased this black 1938 Buick Special Sedan Model 41. Stan says the body is in good shape but the trunk floor is rusted. The interior is original but need restoring. Note: We have 146 members who own this model, the most popular in the club.

Bob Hamro (#775) took this photo of a '37 Buick in a wrecking yard about 10 years ago. Bob thinks it was a sedan. He says the yard was full of cars from the '30's and 40's and run by an older man. The yard probably no longer exists.



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



This next photo was taken at Fort Clark Army Base in Texas in 1938. Don't know who the three young ladies are, possibly soldier's wives. The car is a '38 Special coupe as indicated by the ivory colored steering wheel. A '38 Century coupe would have a mahogany (dark) colored steering wheel. Thanks to **Charles Jekofsky (#524)** for sharing this.

Many of us receive Sporty's catalog for home owners in the mail. Their January through April 2003 catalog shows a man using a car polisher on a '38 Century coupe. This car belongs to **Lou Wildt (#245)** in Ohio. The car still has it's original black paint. Thanks to **Bill Olson (#427)** for sharing this with us.



Here's something you don't see very often.
Two 1938 Century Sport Coupes together.



The **TORQUE TUBE** is published every two months. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Check out the new **1937-1938 Buick Club** web site: <http://clibs.hemmings.com/1937-1938buick/>

Please send all articles, ads subscriptions and inquires, etc. to:

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The one in the front is my dark gray with red wheels 38-66S and the one behind it is **Tom Martindale's** (#1198) beige 38-66S.

Here's another shot of the two Century Sport Coupes. Sport Coupes have two fold-down jump seats behind the front seat.

This is new member **Bill Brook's** (#1661) maroon '38 Century Convertible Sedan Model 60C. Bill recently purchased the car from **Jerry Beall** (#606) in Portland, Oregon. Bill enjoys driving the car and is fixing some of its problems due to many years of storage.



Here are two 1938 Specials that were for sale in February on eBay. Both are in pretty sad shape.

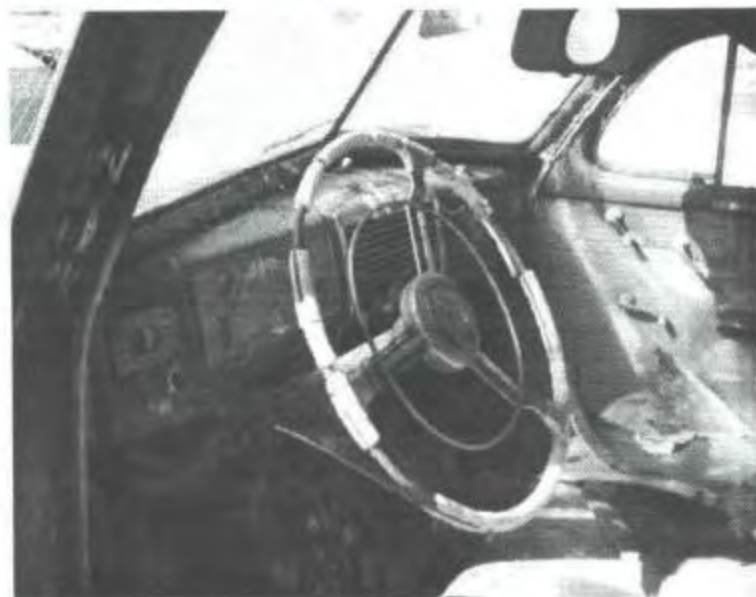


The sedan still has its original faded Botticelli Blue (#516) paint. The coupe is now a rusty brown color. Don't know if they sold or not. Thanks to **Charles Jekofsky** (#524) for sharing these photos.

Garden of Speedin' (formerly *Vintage Parts 411*) has done its first huge update of its Buick Parts Locating Guide since it was first printed in 1996. The updated 2002 Edition is a highly organized book that makes it easy to find the best parts dealers in the country. "The new books are twice as good as the last editions," says president Adam Gimbel.

"There are hundreds of new sources and twice as much information on each page." While minor updates have been done every year or two, this is the first time the book has been revised top to bottom with new companies and categories. The book covers parts for ANY Buick for ALL years that Buicks have been made. The book contains chapters for part categories (*body, interior, engine, etc.*), literature, part restoration services, salvage yards, high performance parts, clubs and accessories.

The company has produced 14 editions for GM, Ford and Mopar cars and trucks. Each book comes with a 100% satisfaction guarantee. If you can't find your part, they'll refund your money. The price for each book is \$24.95 plus \$5.00 shipping and handling (tax is required for California residents). Call

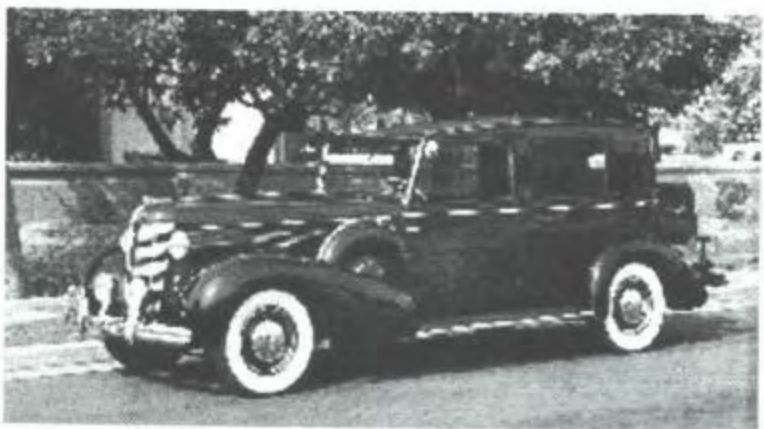
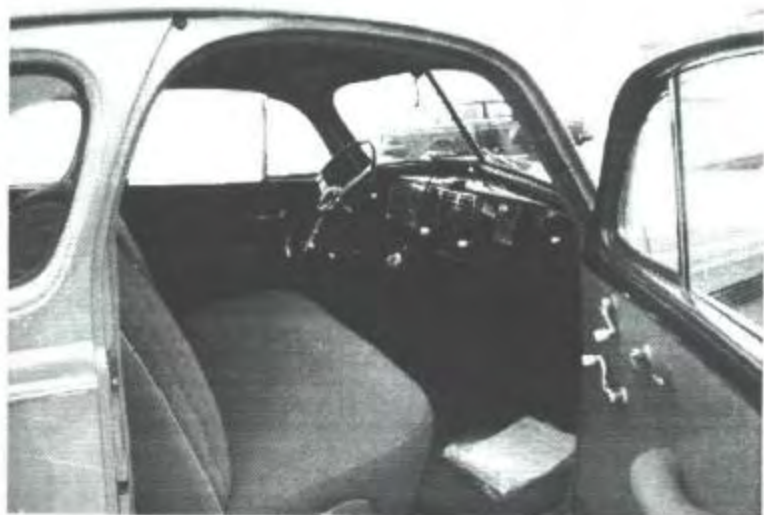


1-800-MOTORHEAD (668-6743) for more information or write: The **Garden of Speedin' Inc.**, 4645Q Ruffner St., San Diego, CA 92111 or visit <http://www.gardenofspeedin.com>.

This nicely restored beige '37 Special Business Coupe Model 46 was for sale on eBay in February. It was called a Sport Coupe in the ad, but had no jump seats. So it was really a Business Coupe.

It has a '36 steering wheel, heater and defroster but no radio. Note the radio blanking plate. There is a defroster deflector on the dashboard for the driver but not the passenger. Thanks to **Charles Jekofsky** (#524) for sharing this.

This 1937 Buick 80C Brewster Limousine was recently purchased by new member **Ross Parsons** (#1713) Phoenix in Arizona. This car is believed to be the only one built and is so described and pictured on page 170 of George Dammann's book "**Seventy Years of Buick.**" Ross purchased the car from the estate of the late Russ Jackson (co-founder of the Barrett-Jackson Auction). Ross is trying to trace its ownership history. If any members has more in-

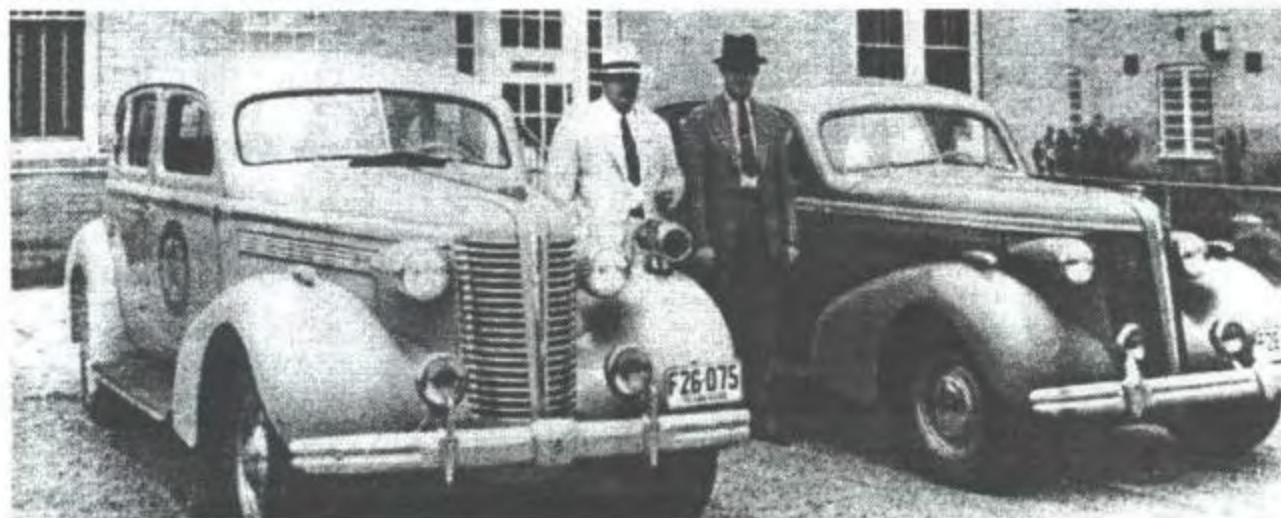


formation on the car, please e-mail him at: rossparsons@hotmail.com

This '37 Century Sedan Model 61 belongs to **Anthony Wright** (#1192) in New York City. The photo (bottom, page 5) was taken at Anthony's second home in upstate NY near the Catskills that he bought in 2000. In the background is a little farmhouse that was built in 1930. Anthony says he feels very comfortable in it even though he sometimes bumps his head. Out of sight is a larger barn where he keeps his old cars.

Here's **Walter Fowler** (#1195) and his '38 Century Sedan. Walter lived in Greene, New York. I was sorry to learn he died in February. His son Bill, who is in the US Army in Virginia, inherited his Buick and his Torque Tube subscription. Welcome to the club Bill.

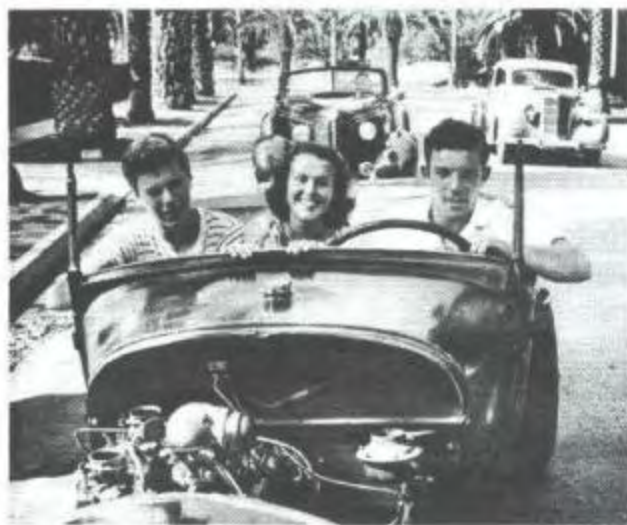
1938 and 1937 Buicks of the Texas Department of Public Safety. Texas



Ranger Colonel Homer Garrison is in the dark suit. This photo was from a book on "**Police Departments and Their Cars.**" Thanks to **Richard Vaillancourt** (#1171) for sharing it.

I welcome any input from members so please e-mail me with any questions you may have about the Torque Tube or your subscription. My e-mail address is: harrylogan@earthlink.net. That way you will get an immediate response (unless I am on vacation). I mention this because I have been receiving telephone messages on my answering machine from the East Coast and Europe, requesting a return call.

Notice the '37 convertible behind the hot rod. This photo was probably taken in





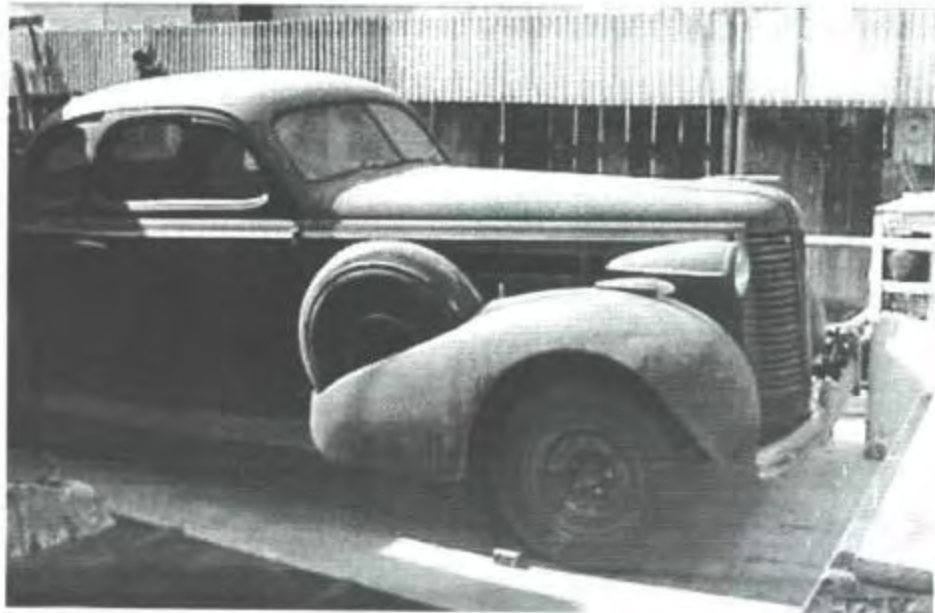
Southern California in the 1940's. Thanks to **Charles Jekofsky** (#524) for sharing it.

Received this photo of a 1938 Buick Special Sedan in Estonia from **Paul DeLucchi** (#1246) in San Francisco. No other information on the car.

This 1938 Special coupe below was for sale on eBay in March. It had 1940 sidemount covers and was in rough shape. Don't know if it sold or not. Thanks to **Charles Jekofsky** (#524) for sharing this.

This next story appeared on an Internet mailing list for Mercedes owners, which gets off the topic every one in awhile. There was recently a discussion about 1930's vintage Buick engines. Here is one of the stories.

"Hank wrote about his experiences with that great old engine, the Buick 320-ci straight-eight, and I can confirm how good an engine it was/is. Three times I drove across the US in a '36 Buick Century (which got its name from its top speed)



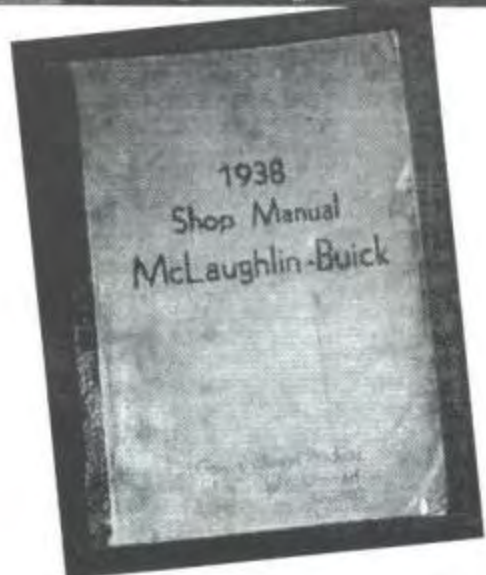
behind one of these 800-lb monsters. All they do is make torque and heat! Through the desert it was 117 degrees inside the car, so the next year we insulated the firewall."

"The three-speed transmission had one more gear than necessary; massive torque allowed you to start in second. The engine in this particular car had been converted to insert bearings; it was totally reliable and never missed a beat in 9,000 miles, including some runs at 80 to 100 mph."

"1936 was the year that Buick converted to juice brakes and independent front suspension, so the car even handled decently. As a result of the experience with this car, I had the serious hots for a pre-war Buick for some time!"

Here's another Internet photo below showing a cream '38 coupe at a Mobiloil gas station. Can any member name the other car next to the '38?

This 1938 McLaughlin Shop Manual was auctioned on eBay in January. The minimum bid was \$25. Don't know if it sold or not.



ANNOUNCEMENT! **WESTERN 37/38 TOUR**

Salem, Oregon

August 9-10-11-12-13, 2003

We'll meet in Salem on Saturday August 9. On Sunday August 10 we'll go to the All Buick Meet at Western Antique Powerland, home of Pacific Northwest Truck Museum and the Oregon Electric Railroad Trolley museum. We'll tour the Oregon Gardens and the only Frank Lloyd Wright designed home in Oregon. This home was of the "Usonian" design and was featured in Life magazine in 1938. We'll drive to beautiful Silvercreek Falls State Park and have a 1930's style picnic lunch. Then we'll go to Evergreen Aviation Museum in McMinnville to see the famous all wood "Spruce Goose" built by eccentric Howard Hughes and many other planes including an SR-71 Blackbird, the fastest jet ever built. At top speed, the Blackbird covered 35 miles per minute and carried cameras capable of photographing a golf ball on a green from 15 miles up.

Host hotel will be the

Phoenix Inn Suites

4370 Commercial St. S.E. Salem, Oregon

97302 Telephone: (503) 588-9220

NOTE TO MEMBERS

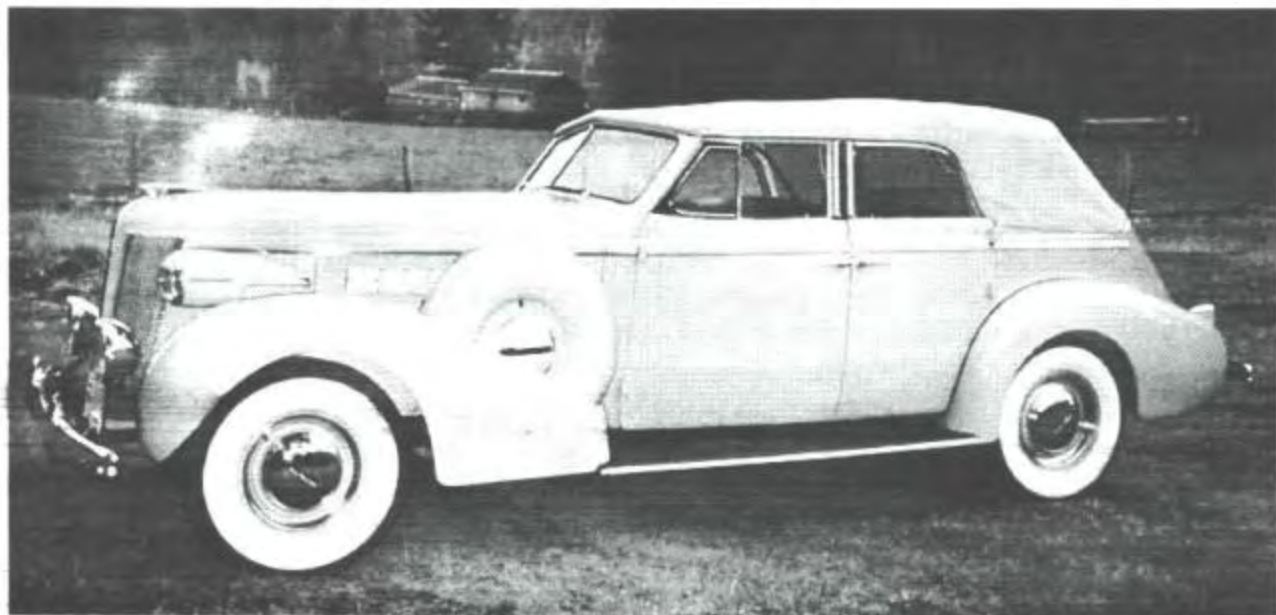
Buick Restoration Services advises that after being sold out of some 1938 and 1940 running board moldings, they will be fully re-stocked by mid-May.

1937 Buick 1938 COVER CARS

Front Cover: This French bodied 1938 Special convertible Coupe belongs to **John Steckbeck** (#1621) in Fort Wayne, Indiana. John purchased it at an auction. This unique green 38-46C has a custom body by *Letourneur & Marchand of Paris, France*. See page 8 of the Jan/Feb 2001 TT for more information on this car. Rear Cover: **Jamie Ratzken's** (#1641) 1937 Century Sedan parked next to a patriotically decorated home in Sherman, Connecticut. That's the home owners in front. Jaime thought the car would add to home's decoration and it does.

I LIKE OPEN CARS

By the Editor for Jack Shepherd (#138)-Canada

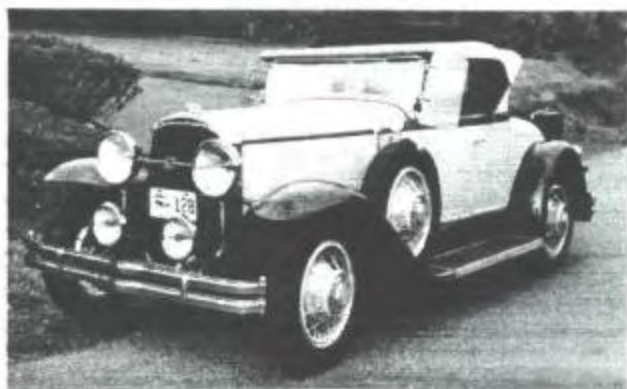


Longtime member **Jack Shepherd** (#138) in B.C., Canada has owned open Buicks for over 50 years. One of his favorites is this beige 1937 Century Convertible Sedan Model 60C that he restored after purchasing it from **Greg Field** (#1500) years ago. Jack brought it to the Western 37/38 Meet in Kent, Washington several years ago.

He recently sold his '38 Special Convertible Coupe Model 46C. But he still owns this 1931 McLaughlin Buick Model 64 Roadster he bought in the mid-1960's. It has never been restored.

The extra large wind wings were custom installed by the original owner to protect his children who often rode in the rumble seat.

Jack is suffering from Parkinson's disease and is now in a care facility. His address in case you might want to write him is:



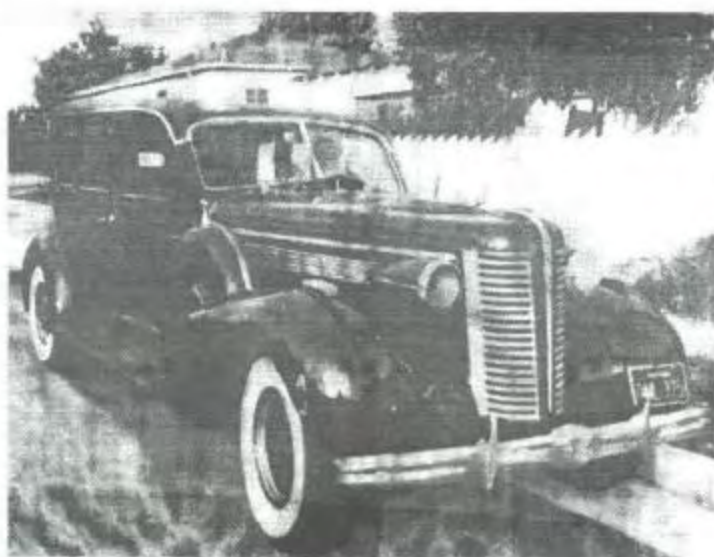
Jack Shepherd
Dover House
6155 Hammond Bay Rd.
Nanaimo, B.C.
Canada V9T 5M4

Custom Bodied 1938 Buick Limited

By the Editor

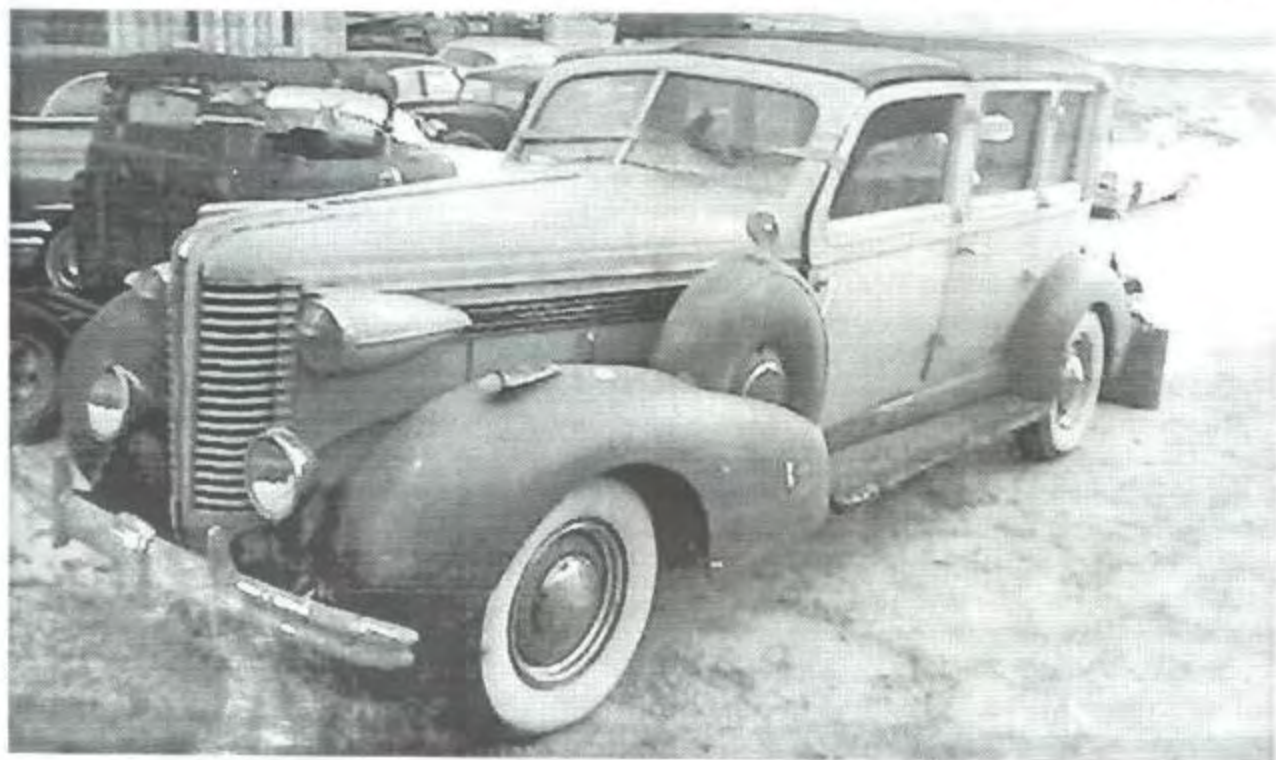
This custom bodied limo showed up at **Greg Fields** (BCA#1) Los Angeles home in the early 1970's looking for parts. It is a 1938 Buick Limited with a custom body by Fleetwood and was painted black. It has suicide doors on both front and back. **Wayne Yonce** (#1034) remembers it being for sale in the Los Angeles area in the mid-1970's for the grand sum of \$3,000.

Then someone added Trippe lights. The car



was eventually owned by Gene Dick in Southern California. Gene ran Classic Wheels, a company that rented antique cars to movie studios. He had around 600 old cars. There were five other old car rental companies then but now they're all gone. Now studios rent

their cars from individuals or clubs. The studios keep a computer record of old cars they can rent and contact the owners or club directly.





Gene says one studio wanted the car's color changed from black to silver.

That's when he discovered that the car was originally a town-car with an open roof above the driver. Someone installed a wooden leatherette covered roof over the front seat and changed the car's original town-car look.



The Limited was in several films including "Poor Little Rich Girl: The Barbara Hutton Story" that was made in 1987 and "Harlem Nights" with Eddie Murphy, produced in 1989.

The car was owned by Chuck Roney in Azusa, CA. He bought it in 1985. He says the car has a roll-up divider window between the driver and

passengers and a speaker tube so the passengers can talk with the driver when the division window is rolled up. The car runs but has been stored in a garage for a number of years, so the brakes probably will need some work. He was asking \$15,500 for it. The car was recently sold to a collector in Nevada. Hopefully he will restore it.

A MIXED UP Buick

By George Gerberick (#136) - West Covina, California

Some years ago, a man phoned me asking for advice about his Buick. He knew that I had a 1937 Century and thought I had all the answers to his questions. I have talked to him over the years and given him what advice I could. The car still needs much work to bring it up to standard. I finally decided that I should write and tell about his unusual Buick.



The Series 40 four-door sedan has had many unknown owner, many of whom made modifications so it's hard to tell what it is. It has a 1951 engine and the wheels from a 1936.



The steering wheel appears to be from a 1940. The dashboard is from a 1938. The firewall data plate indicates it is a 1937 as does the rest of the body. The car has leaf springs in the rear. The cut-out in the frame for the gas down tube is on the passenger side. Underneath the car appears to be all 1937 but on top it is all 1938. What is the answer?



Did someone go to all the trouble to change all of the 1937 sheet metal and trim to 1938? Did someone put a 1937 frame under a 1938 body? Was this a factory prototype for the 1938 car built on a 1937 frame? We will never know the answer to where this car came from and how it came to be. It's an interesting puzzle!

1938 FISHER & HOLDEN *Buicks*

By the Editor

Holden of Australia's car body history goes back to 1914 when they took an order for a custom built body for a Lancia chassis. One custom body led to another and over the next few years they built not only car bodies but also motorcycle side cars and even Ford Model T bodies. In 1923, General Motors Australia (GMA) indicated their desire to use Holden's as their sole body supplier. Then in 1931, GMA purchased Holden outright. GMA would import Buicks from the US minus the body and install their own.



HOLDEN BODIED CENTURY
Owner: Jack Procan (#1307)

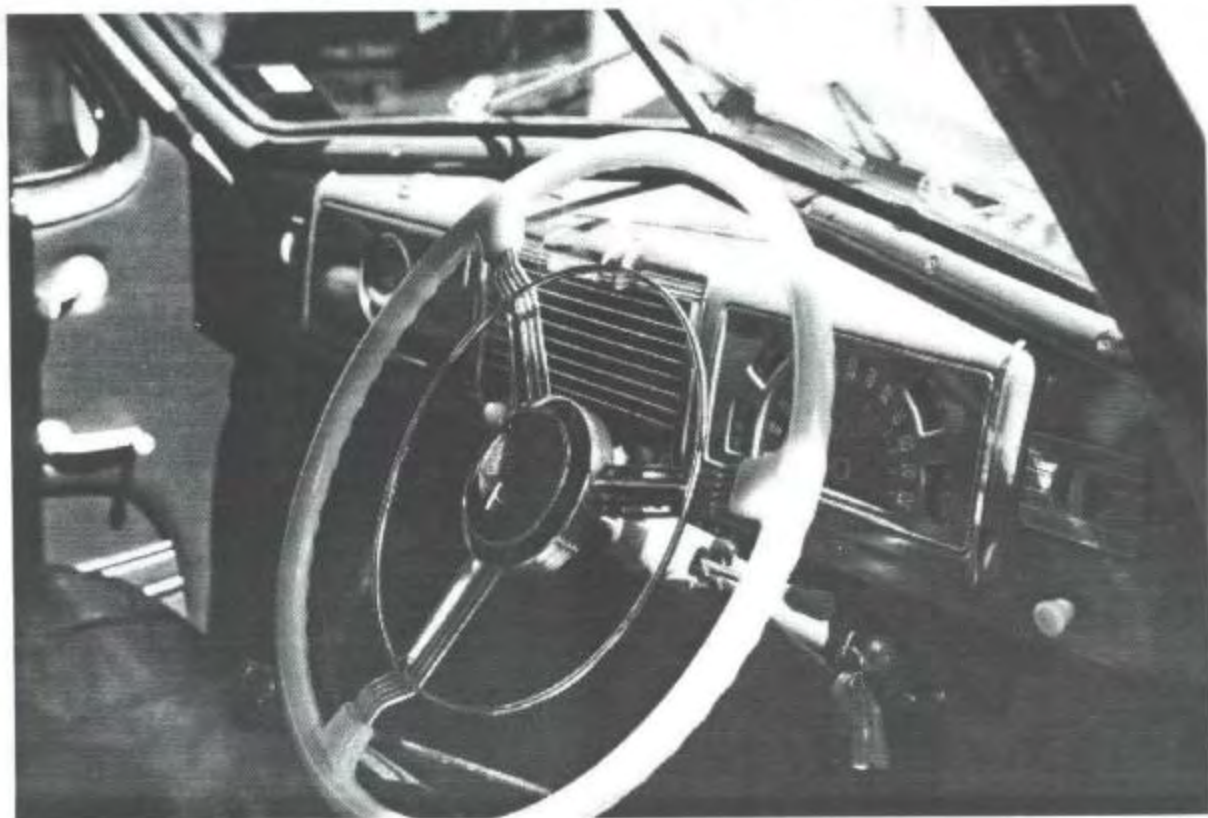


FISHER BODIED CENTURY
Owner: Avery Greene (#1434)

The Holden bodied Buicks differ in minor details from Fisher bodied Buicks. For example, internal door handles and window cranks (*winders*) are quite different, as is the upholstery and the bumper bars. Only Special and Century sedans were Holden bodied. 1938 Roadmaster and Limited's were imported with Fisher bodies, but in very small numbers.



The Fisher body had the defroster (*demister*) vents in the windshield (*windscreen*) moldings and the windshield wiper switch on the top of the dash.



The Holden does not have defroster vents in the windshield moldings and the wiper switch is under the dash. And of course the steering wheel is on the wrong side.



This is the rear view of a Fisher body.

The Holden rear windows are shaped slightly differently. And none of the window regulators and other body parts are interchangeable.

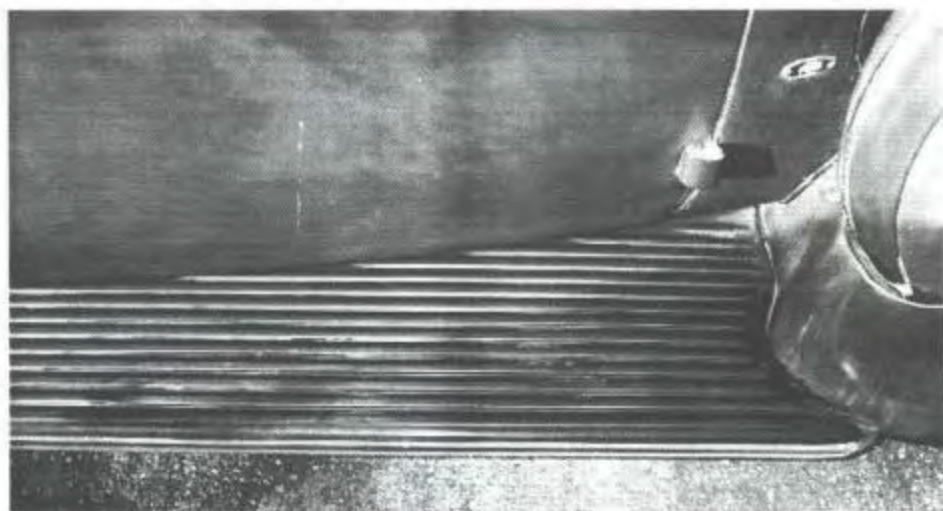


This 1938 Holden bodied Century belongs to Neil Hodgins's father-in-law in Australia. He is getting older and would like to see it go to a good home. If you're interested in the car, contact Neil at: hodgins@austarnet.com.au

HISTORY OF THE RUNNING BOARD

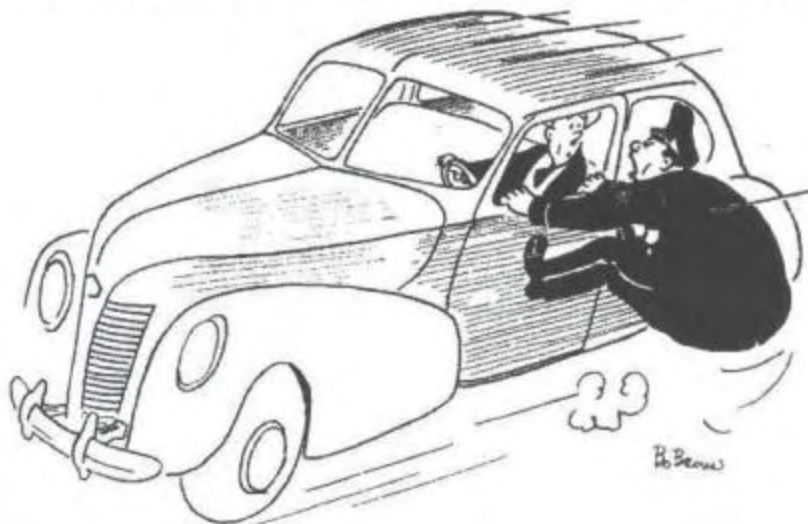
Courtesy of the New England CCCA Quarterly

Running boards became obsolete in the late 1930's. Our Buicks are among the last cars to have them. This obsolete feature is one of the things I like about our cars along with bucket headlights, 18" steering wheel, fender parking lights and long hood. But how did running boards get started?



"They originated with early fire fighting equipment. Horse drawn fire engines had little room for additional firemen to ride on and these souls sometime ran alongside the apparatus. Someone developed another piece of equipment, a skeleton-like wagon on which could be carried ladders, essential for reaching upper story fires. These long wagons had unused space lengthwise between the wheels on each side. Some builders arranged

hooks there to carry buckets. Then someone took pity on the poor running firemen and installed a lengthwise shelf in there, replacing the bucket hooks, and this provided a place for the firemen to sit or stand. These became known as running boards and when cars became long enough so that a step plate was not enough for convenience in entering, the extended connection between front and rear fenders became known as running boards."



"Follow that car —and next time YOU get one with a running board on it!"

BUICK FENDER SKIRTS

Technical TIPS

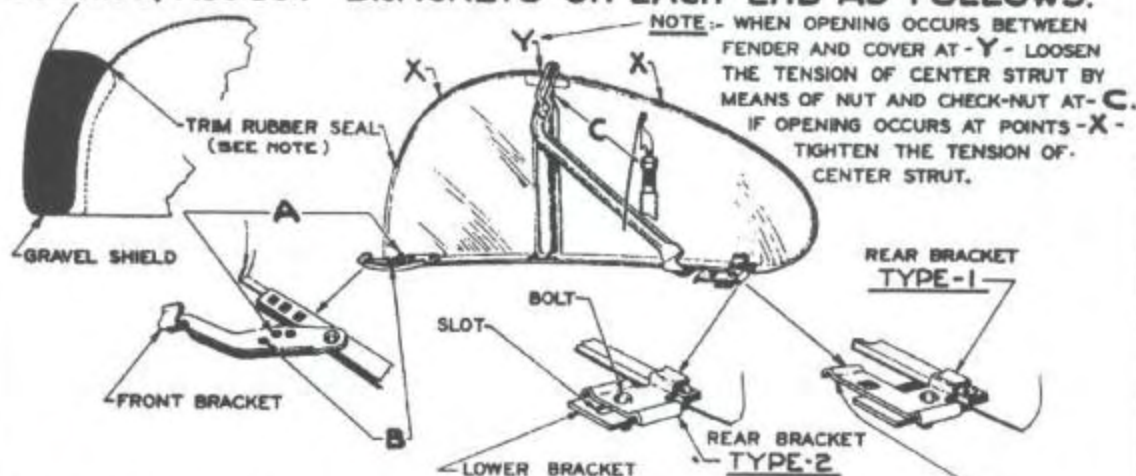
By the Editor



Buick offered factory fender skirts (at extra cost) for the first time in 1940. Buick called them fender wheelhouse covers. Some of the cars displayed at 1940 Buick auto shows had them installed to show the public.

Unlike the 1941 skirts which had stainless trim, the 1940 skirts were plain. A few of our members have installed them on their Buicks. The diagram below on how to install them appeared in the 1940 Buick Parts and Service Bulletins.

BEFORE INSTALLING REAR FENDER WHEELHOUSE COVERS, ADJUST BRACKETS ON EACH END AS FOLLOWS.



SERIES 50-70 FRONT BRACKET. INSTALL BOLT IN CENTER HOLES AS SHOWN AT -A-.

SERIES 40-60, 80-90 FRONT BRACKET. INSTALL BOLT IN FRONT HOLES AS SHOWN AT -B-.

REAR BRACKET CAN BE EITHER TYPE-1 OR TYPE-2 ON ALL SERIES. INSTALL BRACKETS AS SHOWN IN SKETCH. TYPE-1 BRACKET MUST BE ASSEMBLED WITH THE LONG END TOWARD FRONT OF CAR, (TO CLEAR GRAVEL DEFLECTOR.)

FOR ADDITIONAL ADJUSTMENT A SLOT IS PROVIDED IN THE REAR LOWER BRACKET AS INDICATED

NOTE:- CARS HAVING REAR FENDER GRAVEL SHIELDS MUST HAVE RUBBER SEAL ON EDGE OF WHEELHOUSE COVERS TRIMMED OFF. CUT TO FIT AS SHOWN IN SKETCH. THIS WILL MAKE COVERS FIT SMOOTHLY OVER THE GRAVEL SHIELDS.

COVERS HAVING ADJUSTING DEVICE AS SHOWN AT -C- PROCEED AS NOTED.

40-478

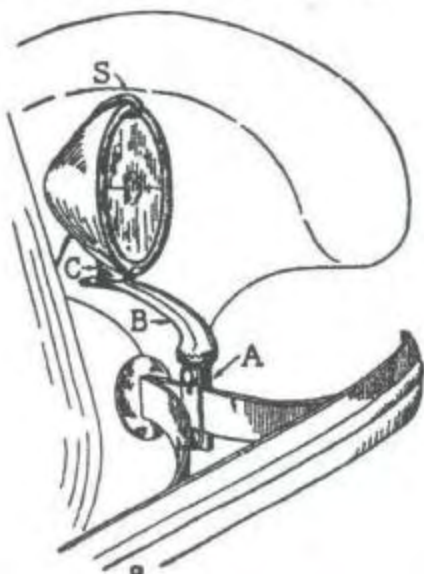


Technical TIPS

HOW TO INSTALL TRIPPE LIGHTS

Thanks to *Charles Jekofsky* (#524) in Oregon for sharing these original factory instructions.

How to Install a Pair of Trippe Safety Lights



Mounting

1. Clamp bracket assembly A over supporting arm of bumper.
2. Attach toothed end of arm B to toothed bracket A.
3. Attach ball end of arm B to socket on base of light.
4. Adjust fittings so lights are well back out of danger from minor traffic bumps.



Wiring

1. Run cable from each light through radiator grille, along each side of radiator core, and through some convenient opening in dashboard.
2. Bring cable ends together at desired switch location and twist securely to short wire F on switch, solder if possible, and tape.
3. Connect wire T of switch to terminal on main vehicle switch block which holds tail light wire.
4. Connect wire P of switch to battery lead wire at main switch block (ahead of fuse and ammeter).
5. Clamp switch to lower edge of instrument panel. Surplus cable can be taped into a coil.
6. Check all electrical connections.

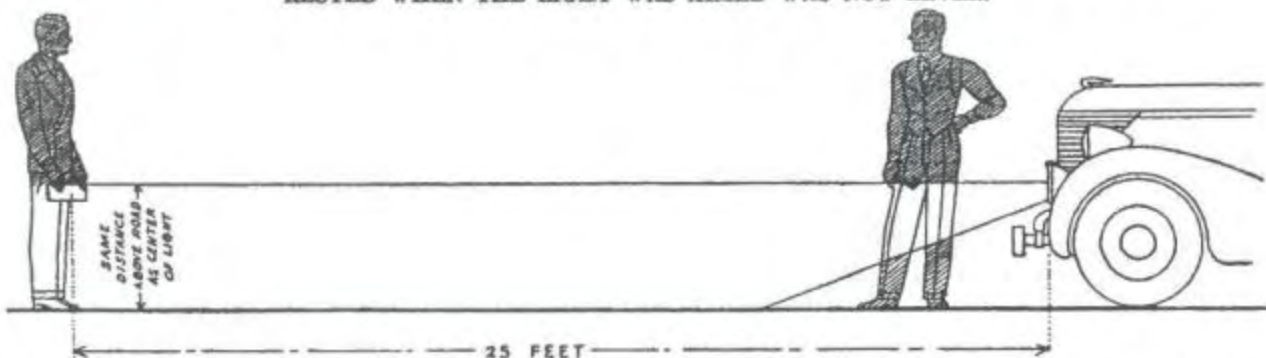
Aiming

1. Drive car on a level surface such as a hydraulic grease rack or brake testing machine. If car has two seats and usually carries more than two passengers, have one person in back seat.
2. Aim right Trippe Light straight ahead and with level bubble exactly centered between the etched lines.
3. Aim left Trippe Light so the beam angles slightly to right and inclined slightly downward so level bubble is just a trifle behind its centered position.

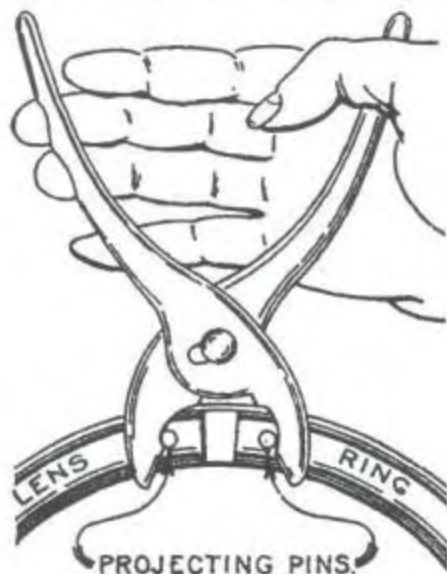


Final Check on Aiming

THIS IS MOST IMPORTANT. IT MAY BE QUITE POSSIBLE THAT THE SURFACE ON WHICH YOUR CAR RESTED WHEN THE LIGHT WAS AIMED WAS NOT LEVEL.



1. Stop car on level stretch of concrete. Have your assistant put a white envelope against his trouser leg, top of which is the same height from the ground as the cross bar in the center of the light.
2. Have assistant back away about 25 feet.
3. Top edge of right light beam should not rise higher than the top edge of the envelope held by your assistant, as shown.
4. Top edge of left light beam should not rise higher than the bottom edge of the envelope.
5. Beam of right light should go straight down the road, while beam of left light should angle very slightly to the right.



Lamp Replacement

1. Remove screw from spirit level ornament and remove ornament.
2. Straddle pins on lens ring with pliers; contract ring, and then remove ring and lens.
3. Insert bulb and hold lens with flutes vertical over the light, and note whether top of beam is straight across the top and sharply cut off.
4. Remove bulb, give it a half turn, and re-insert. Hold lens over light same way as before and note beam. Whichever bulb position gives sharpest and straightest cut-off of top of beam is the correct one to use.
5. Hold lens centrally against reflector gasket, being sure that the flutes are vertical. Force lens ring in against lens and behind retaining clip which curves up from bottom of light.
6. Force in the remainder of the lens ring by compressing it with palms of both hands. Be sure lens is centered.
7. Replace ornament and screw.

Use Trippe Precision Bulbs Only for Replacement

6-8 Volt lamps, list price _____ \$0.75 postpaid
 12-16 Volt lamps, list price _____ \$0.85 postpaid
 Purchase from your dealer or from TRIPPE SALES COMPANY,
 600 West Jackson Boulevard, Chicago, Illinois.

Don't Forget Your Trippe Wrench - Keep It Handy





Technical TIPS

By Jon Hargrove

The Carburetor Shop - 204 East 15th Street - Eldon, Missouri 65026

Web Site: www.thecarburetorshop.com

Buick used Marvel carburetors for years due to the close proximity of the Marvel plant. When Borg-Warner bought Marvel in the early 1930's, they changed the mission of the Marvel company from automotive to tractor (*Marvel-Schebler*). This created problems for Buick in the early 1930's and they added a second supplier (*Stromberg*) to not be dependent on one supplier. In 1937, Delco (*GM company*) developed the automatic choke which Buick was chosen to test. At the same time Stromberg developed the AA series carburetor. The AA carburetor proved promising, and was extensively redesigned for 1938 becoming the AAV (*the V meant vacuum economizer*). The auto choke didn't work. Stromberg tried to talk GM into the electric or hot air choke in 1938, but GM really wanted the Delco unit to work (*it never did*), and Buick continued with the Delco choke. In 1939, with the demise of Marvel as an automotive supplier, Buick turned to Carter as a second supplier. GM finally gave up on the Delco choke, and both Carter and Stromberg were asked to supply replacement carburetors for the 1937 and 1938 Buicks. Both complied, and these replacements were available in the Buick dealerships. A large percentage of 1937 and 1938 Buick carburetors were replaced in 1939 (*people wanted to drive the cars!*). By 1939 the AA series was one of the finest carburetors available (*my opinion*). The major changes necessary to place a 1939 (or newer) carburetor on a 1937 or 1938 is to add an arm to the throttle to change the direction of throttle travel, and provide a stimulus to operate the choke.

For owners of 1937 and 1938 Buicks that drive their cars, we recommend the use of the original Stromberg only if they live in an area where the temperature does not fall below 70 degrees F. We cannot recommend the use of the original Marvel for these years anywhere for a "driver". For owners that have trailered show-cars, we suggest the Stromberg if possible.

MORE BUICK CARBURETOR INFORMATION

Received this e-mail from Luciano Nota in Argentina:
Dear Sirs:

The reason for writing to you is that we are carburetor and fuel pumps rebuilders. We own hundreds of NOS and rebuilt carburetors for 1936-1950 Buicks,

BUICK CARBURETORS

as well as fuel pumps and obsolete Buick parts. The NOS products includes the original packaging. We can offer you Carter WCD, WD-O and Stromberg AA, AAV and AAUV. The fuel pumps are NOS AC combination (*fuel and vacuum*). The prices are very low. Just contact us if you have any question. We will answer as soon as possible.

Their e-mail address is: mondeov6@yahoo.com

CARBURETORS IN STOCK

1935-1940 Carter WD-O 419S
1936-1940 Carter WD-O 448S
1937 Stromberg AA-1 A-18361 A-18451
1937 Stromberg AA-1 A-18362 A-18452
1937-1938 Stromberg AAV-167 380861
1937-1938 Stromberg AAV-167 380242
1937-1938 Stromberg AAV-267 380243
1938 Stromberg AAV-1 A-18161 A-18691
1938 Stromberg AAV-2 A-18682 A-18692
1939 Stromberg AAV-16 A-18971
1939 Stromberg AAV-167 380244
1939 Stromberg AAV-26 A-18972 A-18982
1939-1940 Carter WD-O 440S
1940 Stromberg AAV-167 380238
1940 Stromberg AAV-26 A-19192
1940 Stromberg AAV-267 380240
1940 Stromberg AAV-267 380867
1940 Stromberg AAV-26 A-19182
1940 Carter WD-O 474S
1941 Stromberg AAV-16 380064 380066
1941 Stromberg AAV-16 380032
1941 Stromberg AA-1 380043 380067
1941 Stromberg AAV-16 380042
1941-1942 Stromberg AAV-16 380029 380103 /4
1941-1942 Stromberg AAV-167 380236
1941-1942 Stromberg AAV-167 380239
1941-1942 Stromberg AA-1 380095 380096
1941-1947 Stromberg AAV-267 380241
1942-1947 Stromberg AAV-26 380097
1942-1950 Stromberg AAV-16 380103
1946-1947 Carter WCD 608S, SA, SC
1946-1947 Carter WCD 609S, SA
1948-1949 Carter WCD 608SC 663S
1948-1949 Carter WCD 609SC 664S
1948-1949 Stromberg AAV-267 380226
1948-1949 Stromberg AAV-167 380225
1950-1951 Stromberg AAUVB-267 380257
1950-1951 Stromberg AAVB-267 380310
1950-1951 Stromberg AAVB-267 380258

YEAR	MODEL - SERIES	# OF CYL.	CARB # or type	JET# or Manufcar	Part#	
1935	40	8	ED1S	Marvel		
1935	50	8	EE1	Marvel		
1935	60	8	ED2S	Marvel		
1935	90	8	ED3	Marvel		
1936	40	8	BD1	Marvel		
1937	40	8	BD1	Marvel		
1938	40	8	CD1	Marvel		
1938	60, 80, 90	8	CD2	Marvel		
1935	40	8	Stromberg	EE1	A17671(4)	A17681(5)
1936	40	8	Stromberg	EE1	A18181	A18191
1936	60, 80, 90	8	Stromberg	EE22	A18302	A18312
1937	40	8	Stromberg	AA1	A18361	A18541
1937	60, 80, 90	8	Stromberg	AA2	A18362	A18452
1938	40	8	Stromberg	AAV1	A18861	A18452
1938	60, 80, 90	8	Stromberg	AAV2	A18682	A18692
1939	40	8	Carter	419S	WDO	
1939	60, 80, 90	8	Stromberg	AAV26	A18972	Late 440S wdc
1940	40 & 50	8	Stromberg	AAV16	A19181	
1940	60, 70, 80, 90	8	Stromberg	AAV26	A19182	
1940	60, 70, 80, 90	8	Carter	448S	WDO	
1940	60, 70, 80, 90	8	Stromberg	AAV36	HDAC	19192
1941-42	50 Rear	8	Stromberg	AA1	15/16	380043
1941-42	50 Front	8	Stromberg	AAV16	380042	
1941	50 Front	8	Carter	509 or	528	
1941-42	50 Rear	8	Carter	510 or	529 or 543	
1941-42 Single	40, 50 Single	8	Stromberg	AAV16		
1941-42 Single	40, 50 Single	8	Carter	487, 551	608, 663	
1941-42	60, 70, 90 Single	8	Carter	549, 664		
1941-42	60, 70, 90 Front	8	Carter	528, 533	535	
1941-42	60, 70, 90 Rear	8	Carter	529, 534	543, 544	
1941-42	60, 70, 90 Front	8	Stromberg	AAV16	380032	
1941-42	60, 70, 90 Rear	8	Stromberg	AA1	1 1/16	
1946-47	40 & 50	8	Stromberg	AAV16	& AAV167	
1946-47	40 & 50	8	Carter	608, 663		
1946-47	70	8	Stromberg	AAV26		
1946-47	70	8	Carter	609, 664		
1942-47	60, 70, 90	8	Stromberg	AAV26	AAV267	
1942-47	60, 70, 90	8	Carter	609, 664		
1948-49	40, 50	8	Stromberg	AAV167		
1948-49	40, 50	8	Carter	663 608		
1948-49	70	8	Stromberg	AAV267		
1948-49	70	8	Carter	664 609		
1950-51	40-50	8	Stromberg	AAUVB267		
1950-51	40-50	8	Carter	725, 882	883 with 624 base	
1950-51	70	8	Stromberg	AAVB267		
1950-51	70	8	Carter	726 or	883 with 626 base	
1952-53	40	8	Stromberg	AAUVB267		
1952-53	40	8	Carter	882 or	883 with 624 base	
1952	70 4 bore	8	Stromberg	4AUV267		
1952	70 4 bore	8	Carter	894S-SA		
1952	40 & 50 2bbl.	8	Stromberg	AAUVB267		
1952	40 & 50 2bbl.	8	Carter	896S		
1953	40 2bbl.	8	Stromberg	AAUVB267		
1953	40 2bbl.	8	Carter	882S		

Furnished by Al Weatherly BCA #7786 Buick Unlimited

ED: Stromberg made two models of the AAV-2 Carburetor for 1938. One for Buick and one for Chrysler. They are NOT the same. If you are buying a Stromberg AAV-2 for a 1938 Buick, make sure the base is marked like this: P-23359 AAV-2



Technical TIPS

By Pat Jacobs (#1308)-Washington

REPLACING THE COWL VENTILATOR SEAL

The last time I got caught in a major rain storm in my '38 sedan, I found that my cowl ventilator leaked, especially while parked, with the front just slightly downhill. Inspecting the seal revealed that the "rubber" was hard, and badly deteriorated. Not surprising after 65 years!

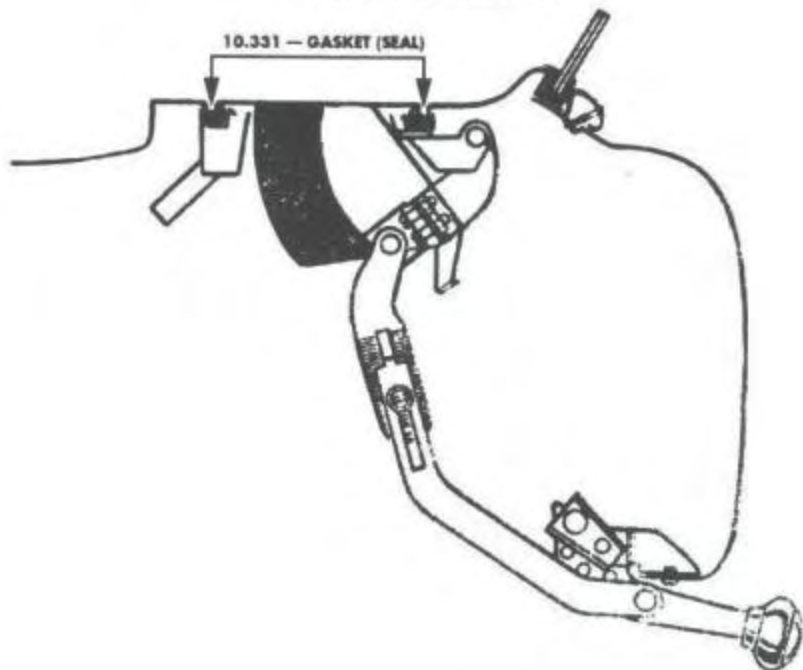
I ordered a new one, and then studied the body manual for information as to how to take the ventilator apart, as it was apparent that would be required. Unfortunately, like most manuals, the instructions were not clear, nor pictures adequate. I read and re-read the manual, after getting my head up under the dash. My ventilator has only four "adjustment" bolts, the manual says six. Second, it was not clear, if they should be removed, or the four hinge bolts, two at either end.

I disconnected the lever, then removed the

hinge bolts. The ventilator would not come out; not enough clearance for the hinge extensions. So, I had to remove the "adjustment" bolts. Why didn't it say so in the first place? Then I removed the old seal, scraped the groove clean, and installed the new seal. Of course, it was made a tiny bit too small, so had to stretch it to get it to fit, and then had to hold it in place for a while until the weather-strip adhesive would hold it in place while replacing the ventilator.

To my happy surprise, the bolts went back in with ease, and I did not have to have help, as the manual suggested to get it aligned properly. Putting it back was easier than getting it out, except for having your head between the transmission hump and the heater, and your feet up over the back of the front seat!

COWL VENTILATOR



BUICK SERIES 40 & 60, 80, 90 FLYWHEEL RING GEARS



By Gene McCoy (#573)
New York



BUICK '34 TO '38 SERIES 40. BUICK PART NUMBER 1267062
146 teeth, outside diameter is 14.619 inches, width 9/16 inches.

- Republic Gear Co. Number 146bf
- Perfection Gear Co. Number 146cbf
- Double Diamond Gear Co. Number 618 (old # 00146sxf)
- Super Gear Co. Number 146sf, 146bf, 146cbf
- Wohler Gear Co. Number 146cbf
- Accurate Gear Co. number is the same as Republic.
- Borg Warner Gear Co. number is the same as Super.
- Permite Gear Co. number is the same as Double Diamond.

*NOTE: These numbers are for the RING GEAR ONLY,
NOT the flywheel and ring gears together.*

BUICK '36 TO '38 SERIES 60, 80, 90. NUMBER 1286787
156 teeth, outside diameter 15.617 inches, width 13/16 inches.

- Republic Gear Co. Number 156BSF
- Perfection Gear Co. Number 156SFR
- Double Diamond Gear Co. Number 625
- Super Gear Co. Number 156CF, 156 BSF, S156SF
- Wohler Gear Co. Number S156SF
- Accurate Gear Co. Number same as Republic
- Permite Gear Co. Number same as Double Diamond
- Borg Warner Gear Co. Number same as Super Gear Co.

*NOTE: These numbers are for the RING GEAR ONLY,
NOT the flywheel and ring gears together.*

If you need a Flywheel Ring Gear, take the list with you when you go to shows and swap meets.
Or keep it handy when you are talking to venders and parts suppliers.



Technical TIPS

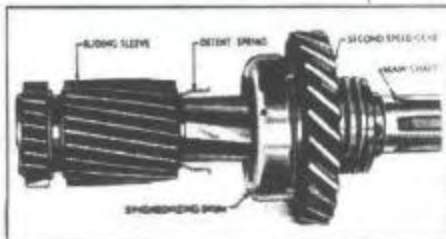
By Gene McCoy (#573)
New York

1937 & 1938 SERIES 40 TRANSMISSION GEARS

If you need transmission gears, take the list with you when you go to shows and swap meets. It lists transmission gears made by Warner, Republic and New Process Gear Companies for '37 & '38 Specials.

TRANSMISSION GEARS 1937 BUICK SERIES 40

	**WARNER	REPUBLIC	NPG	
1 MAIN SHAFT	WT187-2H	K205-9H	236-8G	(10 5/8" LONG)
2 MAIN DRIVE	WT187-16H	K205-1C	TS236D	(9 1/16" LONG)
3 2 & 3 SLIDING SLV	WT187-2 1/2B	K205-23	236-1	
4 COUNTERSHAFT	WT187-3	K179-10	214-9	
5 CLUSTER	WT187-8A	K205-11	236-10	
6 IDLER GEAR	WT187-10A	K205-8	236-7	
7 2 nd SPEED GEAR	WT187-11A	K205-5	236-4	
8 LOW & REV	WT187-12A	K205-3	236-2	
9 IDLER GEAR SHAFT	WT187-35A	K179-12	236-11	
*SMALL PARTS KIT SP187-50A OR 50B				K205-40



TRANSMISSION GEARS 1938 BUICK SERIES 40

MAIN DRIVE	WT187-16K	K238-1	236-F
2 & 3 SLIDING SLV	WT187-2 1/4 C	K238-23	236-1B
COUNTERSHAFT	WT187-3A	K238-10	236-9
2 nd SPEED GEAR	WT187-11B	K238-5	236-4B

THE '34 TO '38 OLDS 6 & 8 AND '36 TO '38 PONTIAC 6 & 8 USE MOST OF THESE GEARS

(NPG = NEW PROCESS GEAR COMPANY)

** WARNER AND PERFECTION NUMBERS ARE THE SAME.

1 - '37 & '38 SERIES 40	7 - '34 - '35 SERIES 40, '36 - '37 SERIES 40
2 - '37 SERIES 40	8 - '34 - '35 SERIES 40, '36 - '38 SERIES 40
3 - '34-'35 SERIES 40, '36-'37 SERIES 40	9 - '34 - '35 SERIES 40, '36 - '38 SERIES 40
4 - '34 - '35 SERIES 40, '36-'37 SERIES 40	
5 - '34 - '35 SERIES 40, '36 - '38 SERIES 40	
6 - '34 '35 SERIES 40, '36 - '38 SERIES 40	

ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the Torque Tube will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

Parts FOR SALE

• 1938 PARTS FOR SALE:

- 1938 Buick straight eight Special engine. Complete with carburetor, starter and transmission. Not running \$700
 Rear end with driveshaft \$200
Jimmie Wood (#1688)
 4145 Schindler
 Fallon, NV 89406
 Phone: (775)867-3762

• 1938 PARTS FOR SALE:

- 1938 Grille, both halves. Good condition. Not damaged \$100
Robert Reed (#1183)
 26 Norman Drive
 Birmingham, AL 35213
 Phone: (205) 871-2230
 E-mail: MBREED35@MSN.COM

• 1936-37-38-39 PARTS FOR SALE:

- REAR brake hose for Convertible. This is the odd rear one that has the extra thick mounting shoulder for proper, tight installation in the heavier convertible frame. Replaces Buick # 1294853 and superseding # 1294854. Totally correct, original look. Fits 1936, all convert.; 1937, 80C; 1938-39, all convert.; and 1941-49, 51C, 56C, 71C, 76C. Have several available. \$30.00 each
 - REAR brake hose for most of the same years', but the non-convertible application. Replaces Buick part # 1288256. Fits 1936, all except convertibles; 1937, all except 80C; 1938-39, all except convert.; 1941, 40, 50, 60, 70, except convert. Have several available. \$16.00 each
 - PAIR inner rear wheel seals for 1937-42, 80 and 90 series. Replaces Buick part # 1296913. \$22.00 a pair
 - PAIR outer rear wheel seals for 1937-42, 80 and 90 series. Replaces Buick part # 1296870. \$22.00 a pair
 - PAIR front wheel grease seals for 1937, 1938, 1939 Buick, 80 series; also 1932 and 1933 Buick, 50 series. 1934 and 1935 Buick, 50 and 60 series. 1936 Buick, 60 and 80 series. Replaces Buick part # 1255825. \$15.00 a pair
- Shipping is extra on all items.
John Koutre (#593) 2331 Rainbow Drive, Plover, WI 54467
 Phone: (715) 341-6188 E-mail: drjjkoot@g2a.net

• **1937 & 1938 PARTS FOR SALE:**

Water pump, rebuilt, 40 series. Core charge \$35	\$85
Water pump, rebuilt, 60-80-90 series, core charge \$35	\$85
Generator, Autolite Shunt, 6v-50 Amp, for ambulance etc	\$175
Headgasket, 248 c.i., new	\$35
Gasket Set-Valve grind, new, 248 c.i.	\$35
Rotor	\$3
Point set	\$6
Steering knuckle upper shaft pivot seal	\$2
Steering knuckle support lower control arm kit, 40-60	\$25
Oil pump body gasket	\$2
Tie rod end, Right, NOS, 37 all, 38-40 series	\$35
Bushing, Steering knuckle support, NOS, 40-60	\$15
Bushing, Shock absorber lower front, all series	\$5
Nut, steering knuckle spindle, left, 40-60 series	\$5

Interior plastics available for 1937-38 and many other years

For a price list, contact:

Al Bell, Buick Parts
4982 Hubner Circle
Sarasota, FL 34241
Phone: (941) 927-3588
FAX: (941) 926-8224
E-mail: buickpts@comcast.net
Specializing in Buick parts: 1914-1958

• **1937 PARTS FOR SALE:**

40-60 Locking door handle, 1st type with offset shaft	\$30 each
40 Second speed gear	\$45
Throughout bearing	\$35
40 Third gear front syncro drum	\$40
40 Main drive gear or second speed gear. Specify	\$45
40 steering gear pitman arm	\$30

• **1938 PARTS FOR SALE:**

Color sales catalog, black cover, good used	\$55
Carburetor vacuum starter switch	\$60
40 Second and third gear synro drum	\$40
60, 80, 90 Main drive gear	\$55
40 Main drive gear	\$45

• **1937 & 1938 PARTS FOR SALE:**

40-60 Steering box pitman shaft bushings	\$15 pair
Headlight dimmer switch, NORS	\$10 each
60, 80, 90 Transmission rear bearing	\$35
40, 60 upper outer, lower outer steering pivot pin kit. NORS.	\$25 each
1937 all, 1938 80, 90 left outer tie rod end, NORS	\$20 each

All parts NOS except as noted. Add 15% postage.

Have much more 37/38 mechanical, trim parts.

Send SASE for list.

Bob Graves (#1136)
56 Dartmouth St.
Lynn, Mass. 01904
Phone: (781) 593-9534 evenings

• **1937 ROADMASTER PARTS FOR SALE:**

Bare block, stock bore	\$45
Crank, standard size	\$30
Short block with crank, pistons, cam	\$85
Deck lid, rust at bottom edge	\$25
Dual sidemount fenders, no covers, need body work	\$350 pair
Rear end with torque tube. No brakes or drums	\$250
3.7 ratio rear end from 1936 Century, with torque tube	\$375
Transmission, shifts good	\$235
Engine, rebuilt, removed from running car. No carb or manifolds	\$1600

• **1937 SPECIAL PARTS FOR SALE:**

New clutch, pressure plate	\$85
----------------------------------	------

• **1937 ALL SERIES PARTS FOR SALE:**

4 Terminal Delco Remy regulator, rebuilt?. Was in box	\$40
Front nose body section. Holds grille. No dents or air baffle	\$70

Dave Powers

27732 Paseo Barona

San Juan Capistrano, CA 92675

Phone: (949) 493-1199

E-mail: davepowers@cox.net

1937-1938
**CONVERTIBLE COUPE
WINDOW FRAMES**

Made in USA.

Double lapped construction and
radius edges as original.

Drilled for right or left. Ready for plating.
Will make on order for the next 90 days only
then we are done.

So if you'll be needing one
in the future, order now.
\$200.00 each plus shipping.

Lauren Matley (#46)

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Kent, WA 98042

e-mail lkmatley@hotmail.com



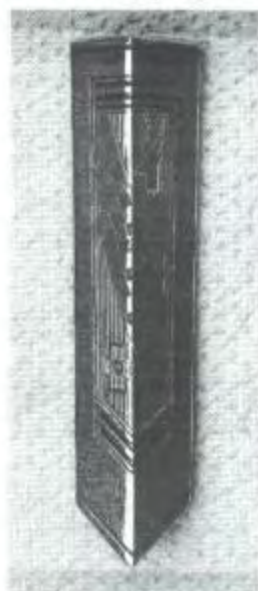
1938
NOSE BADGE

Excellent reproduction.

Chrome plated brass like original.

Painted as original.....\$110

Price includes shipping in the USA.



Joe Krepps

2486 S. Pacer Lane

Cocoa, FL 32926

Phone or FAX: (321) 636-8777

E-mail: buicknut@palmnet.net

Literature FOR SALE & WANTED

FOR SALE:

Old issue of *Collectable Automobile* magazine featuring 1936 to 1992 Buick Roadmaster.

Excellent coverage. Mint condition **\$12.00**

Ronn Pittman (#1188)

1024 S. Raddant Rd.

Batavia, IL 60510

Phone: (630) 879-7393

OLD TORQUE TUBES WANTED:

Need: •Sept/Oct 1993 •Jan/Feb 1994

•Sept/Oct 1994 •Nov/Dec 1994 •Jan/Feb 1995

•March/April 1995 •May/June 1995

•July/August 1995

Ronn Pittman (#1188)

1024 S. Raddant Rd., Batavia, IL 60510

Phone: (630) 879-7393

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1937 CENTURY FOR SALE:

1937 Century Trunk Back Sedan

Model 61

No rust. Always garaged.

75,000 original miles.

Won first place at several car shows.

Photo on back cover

\$22,000 negotiable

Jaime Ratzken (#1641)

21 Satterlee Road

New Fairfield, CT 06812

Phone: (203) 746-3630



1937 CENTURY FOR SALE:

1937 Century 37-61 4-Door Black

Sedan. Rare Original 103 K miles, 15

year California owner, runs great.

320 straight 8, original nice interior,

new W.W.W. tires & original spare,

rebuilt starter & solenoid,

rebuilt water pump & fuel (electric).

Rebuilt Stromberg carburetor, new

battery-6 volt, new master cylinder, new wires, plugs, rotor, condenser, new hoses (lock roll clamps),

nice harness, 4 new Hubcaps, No leaks, No burn, Manuals galore, California Black/Yellow/Plates,

fogs + many extras, N.O.S. in trunk. Car Located in Northern California.

Steve Nathanson (#656)

Call: (925) 947-6711

E-mail: my37buick@aol.com

See on the Internet at: www.antiquecar.com



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Baltimore, MD 21244
38-46S

Alfred Buescher (#1716)
137 Marble Canyon Drive
Folsom, CA 95630

Sidney Boland (#1717)
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Salisbury, NC 28144

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1937-1938 Buick "HOOD HINGES"

All Stainless Steel reproduction of the Original Trim
Orders Cut To Length To Fit Your Model and Year

\$195

plus shipping and tax (CA)

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Please make your checks payable to:

The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA

1940 BUICK SUPERS *BY VICTORY MODELS*

NEW



ROYAL MAROON
or ENGLISH GREEN

VL-3 1940 BUICK SERIES 50 SUPER 4 DR SEDAN

\$139.⁰⁰
each

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SEQUOIA CREAM
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1938 BUICK SPECIALS

\$125.⁰⁰
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IN MET. BROWN or MET. GRAY

VL-1 1938 BUICK SPECIAL SEDAN

ALSO: VL-2 1938 BUICK SPECIAL BUSINESS COUPE

SHIPPING \$6.00 first model, & \$1.00 ea



1/43RD
SCALE



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VL-4 1938 BUICK SPECIAL CONVERTIBLE COUPE OPEN

ALSO: VL-5 1938 BUICK SPECIAL CONVERTIBLE COUPE W/TOP

\$135.⁰⁰
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#35
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1904-1965 BUICK RESEARCH SERVICE

More information and detail about your specific 1937 or 1938 Buick year, model and serial number than you can get from any other source. **SATISFACTION GUARANTEED.**

Complete Research Package \$50.00, \$60.00 if shipped outside the USA.

Additional information available at <http://www.OldBuickArchive.com>. Also check out 1937 and 1938 in the "Valve-In-Head Archive" at the web site for a listing of reference material that can be photo copied for research purposes.

1937 BUICK HIGH QUALITY VIDEO

1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item.

SATISFACTION GUARANTEED, \$39.95 including shipping.



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e-mail: Buickohv@aol.com • web site: www.OldBuickArchive.com

1937-38 BUICK



DOOR WEATHERSEAL-SPONGE

Glue-in.....DW-378.....	\$1.90 ft.
Clip-in.....DW-80.....	\$3.50 ft.
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DOOR BOTTOM SEAL

Clip Type.....DW-369.....	\$2.75 ft.
---------------------------	------------

TRUNK SEAL-SEDANS 1/2" Wide;

Ser. 80-90.....TW-371.....	\$44.50
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Ser. 40-60.....TW-371S.....	\$44.50

TRUNK SEAL For COUPES, 5/8" x 1"

Sponge.....TL-369.....	\$2.10 ft.
1/2"x1"x16'.....TL-1129.....	\$48.50

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Black.....CB-343BK.....	\$6.75 ea.
Brown.....CB-343BN.....	\$7.25 ea.

PEDAL FLOOR SEALS: All Models

FS-375.....	\$12.95 pr.
-------------	-------------

1937 ONLY! ACCELERATOR PEDAL Ser. 40-60

Black.....AP-37B.....	\$34.25
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SHIFT BOOT, 1937-38 Series 40 Only!

Black.....	\$9.75
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DOOR SILLS; Trim To Fit

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4-Door.....	\$108.00 set

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